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Approved For Release 2000/08/17 : CIA-RDP61S00527A000100020074-4

Chief, St/I/R

8 October 1956

THRU : Chief, D/S
Chief, S/TR

Requirements for 25X1X6

REF : ID #1192714, Army, OARMA Moscow, R-209-53, 14 October 1953

BACKGROUND

25X1X6

Referenced document gives information on facilities on the Trans-Siberian Railroad, based on observations made by [REDACTED] in August and September 1953. In connection with the revision of EIC-R9, "Capability of the Trans-Siberian Railroad and Connecting Lines", the referenced document has become a major source of information. The most important factor in calculating line capability in trains each way per day is the type and spacing of signals. However, additional information is needed to permit full use to be made of referenced document. [REDACTED] will be re-interrogated through Army channels. [REDACTED] is understood to have returned to civilian life and it is requested that [REDACTED] ask the following questions of [REDACTED].

25X1X6

25X1X6

25X1X6

25X1A2g

25X1X6

REQUIREMENTS

In its description of signals, referenced document states: "Electric block (signals) are in use from Omsk to Achinsk. Between Bogotol and Achinsk both electric signals and mechanical semaphores are found, though semaphores are disconnected. Electric signals mixed with semaphores continue east from Achinsk to about Sharlovskii. Just east of Achinsk electric signals appear to be used, but beyond this semaphores are also operational, apparently supplemental to electric signals. On the basis of 12 checks spacing of electric signals varies from the minimum of 1.1 to a maximum of 2.9 km. (but supplemented with semaphores), with an average spacing of 2.2 km (not counting semaphores)".

a. Where the 12 checks made between Omsk and Achinsk, or did they extend eastward beyond Achinsk?

b. How were these checks made: did source count the number of signals seen between two kilometer posts (such as 3920 and 3936 km.) and divide the distance by the number of signals; or did he record location of each signal (by kilometer post), get the space between each two signals, and then get the average? Approximately how many

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kilometers of track were included in each check (was it less than 5 km., 5 to 10 km, or more than 10 km)? If it cannot be given in terms of distance about how much time was involved in each check?

c. Did any of the 12 checks extend over distances of more than 20 kilometers, or were they made only in sections where there were many signals (and might there have been areas between in which there were few or no signals)?

d. Did these checks include signals on both sides of the tracks, or only signals on one side of the tracks?

Degree of Need: Great

Deadline: 15 November 1956

25X1A9a

Requester: [REDACTED], S/TR, X2370

25X1A9a
[REDACTED]

25X1A9a

ORR/S/TR: [REDACTED]:dnl (8 October 1956)

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